

PRICE, \$2 PER MONTH.

Shipping

Steamers.

NORDDDEUTSCHE LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KORE AND NAGASAKI

(Passing through the INLAND SEA.)

The Co.'s Steamship
"Humboldt,"
Captain H. H. Wares, will
leave for the above Port
on or about **WEDNESDAY**, the 14th Inst.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, April 5, 1894.

NORDDDEUTSCHE LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co.'s Steamship
"Breslau,"

German Mail about the 10th Instant, will
leave for the above place about 24 hours
after arrival.

For further Particulars, apply to
MELORENS & Co.
Agents,
Hongkong, April 4, 1894.

COMPANY, LIMITED

FOR SINGAPORE, PENANG AND
CALCUTTA

The Co.'s Steamship
Wingsang,
Capt. D. A. van Ouden
will be despatched
above on FRIDAY, the 13th, inst., at
Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.
General Managers.
Hongkong, April 6, 1894.

FOR SINGAPORE, HAVRE AND
HAMBURG.

(Calling at NAPLES for Landing Passengers
if sufficient inducement offered.)
(Taking Cargo at through rates to
ANTWERP, AMSTERDAM, ROTTER-
DAM, LONDON, BREMEN, and
LIVERPOOL AND BREMEN.)

The Steamship
Nobbe

above Ports on FRIDAY, the 13th Instant at 4 p.m.
This Steamer has superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.
For Freight or Passage, apply to

Hongkong, April 5, 1894.

AUSTRIAN LLOYD'S STEAM
NAVIGATION COMPANY.

STEAM TO SHANGHAI & KOBE
The Co.'s Steamship
Vindobona,
Capt. D. M. ...

places on, or about **SATURDAY, 14th Inst.**
For Freight or Passage, apply to
SANDER & Co.,
Agents.

**CHINA NAVIGATION COMPANY,
LIMITED.**
FOR PORT DARWIN, QUEENSLAND.



 The Co.'s Steamship
Taiwan
 R. NELSON, R.N.R., Com-
 mander, will be despatched

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the

entire voyage. A duly qualified Surgeon
carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

SHELL LINE.
FOR LONDON AND ROTTERDAM.
The Steamship

 Captain DANIELS, will be
despatched for the above
Ports on or about the 25th April.
For Freight or Passage, apply to
SHEWAN & CO.

Hongkong, April 5, 1894.

MILBURN LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

 The Steamship
Port Phillip
Capt. GALT, R.N.R., will
be despatched for the
above Port early in May.
For Freight or Passage apply to

DODWELL, CARLILE & CO.
Agents.
Hongkong, April 6, 1894.

FOR NEW YORK.
The 3/3 L.L. Amer. Barque,
Edw. May,
McClellan, Master, will leave
here for the above Port on

For Freight, apply to
SHEWAN & CO.
Hongkong, March 17, 1894. 50

H.M.S. "Dolphin" arrived from Shanghai yesterday.

The O. S. S. Co.'s steamer *Ajao* left Singapore on the afternoon of the 7th inst., and may be expected here on or about the 13th inst.

The O. S. S. Co.'s *Balgie*, which left hence March 16th for San Francisco, via Nagasaki, Kobe, Inland Sea, and Yokohama, arrived at her destination on the 7th inst.

The Legislative Council will meet on Thursday next. Business—Motion, by the Registrar General, "Order of the Day"—First reading of a Bill to amend "The Proposed Opium Ordinance, 1891."

The appointment of Mr. J. G. T. Buckle to be Acting Chief Clerk and Acting Clerk of Council during the temporary absence of Mr. Seth is gazetted.

Mr. F. H. May, Captain Superintendent of Police, has been appointed to act as Superintendent of Victoria Gaol during the absence from duty of the Superintendent.

Capt. Duncan, of the steamer *Oranmore*, which arrived from Saigon on Saturday, reports having observed the partial eclipse of the sun on Friday last, from 11.30 till 11.55 a.m.

Three arrived from Singapore by the mail steamer *Surat* on Saturday night, H.E. Major-General Sir Charles Warren, G.C.M.G., H.E. the Governor of Timor and Lady de Silva, Mrs. the Bishop of Macao, the Hon. Martin Lester and the Hon. A. L. Donaldson.

Mr. F. B. Gomez, Jun., Mr. Braz J. Dutcher, Mr. F. M. Rees-Pereira, and Mr. M. A. Figueiredo, pupils of Mr. Thos. H. Reid, China Mail Office, have been successful in passing an examination in the theory of Pitman's Shorthand, have been awarded Theory Certificates and have been admitted members of the Phonetic Society.

In the paragraph which we published on Saturday with reference to the rainfall in the colony, a mistake was made in the figures. The average annual rainfall for the period 1863-93 should have been given as 50.43 inches, instead of 50.43 inches, and last year's rainfall as 50.95 instead of 50.85.

Among the passengers on board the N. L. steamer *Sachsen*, which is expected to arrive here to-morrow, is the famous prima donna Madame Hauk. There is also on board Mr. George Griffith, a representative of *Pearson's Weekly*, of "missing word" fame, who is making an effort to beat citizen George Francis Train and Miss Nelly Bly in the agreeable pastime of going round the world with as much rapidity as possible. The *Sachsen* is making a very quick passage.

The following appointments in the Supreme Court, during the temporary absence of the Chief Justice, or until further notice, are gazetted, viz: Mr. E. A. Ackroyd to be Acting Chief Justice, Mr. A. G. Wise to be Acting Puisne Judge, Mr. C. F. A. Sanger to be Acting Registrar, Acting Official Trustee, Acting Registrar of Companies, and Acting Land Officer, and Mr. F. A. Hazeland to act as Deputy Registrar and Appraiser in addition to his own duties.

The following returns of the average amount of Bank notes in circulation and of specie in reserve in Hongkong during the month ended 31st March, as certified by the Managers of the respective Banks, are published:—

	Bank of China	Bank of India	Bank of Commerce	Bank of Communications
Bank of China	1,547,250	800,000	5,162,720	2,500,000
Bank of India	1,547,250	800,000	5,162,720	2,500,000
Bank of Commerce	1,547,250	800,000	5,162,720	2,500,000
Bank of Communications	1,547,250	800,000	5,162,720	2,500,000

We understand that a telegram has been received here countermanding the order for H.M.S. *Leander* to proceed to the North Pacific Station. In the opinion of those who know her, the *Leander* would not be a suitable vessel for that station, and it is said, sarcastically, of course, that it would take her twelve months to get there. It is not unlikely that another more modern ship will be sent out to China to relieve her. Telegraphic orders have also been received that the *Palas*, if she can be spared, is to proceed home at once to Buez Canal, without awaiting for her relief (H.M.S. *Undaunted*).

The Maxim-Nordenfalk Guns and Ammunition Company (Limited) has taken the opportunity, says a home paper, of referring to the success of the Maxim gun in the Matabele campaign in the course of their report. The fighting in Matabeleland has practically demonstrated the great value of the Maxim automatic system in actual warfare, and the reputation of the company's arms has been definitely established. It is an ill wind that blows nobody any good might well be the motto of the Maxim Company, we live in such times of comparative peace that there is little demand for the warlike arms they manufacture. Still, the Matabele skirmishing has been a misadventure of comfort to them, although the loss on the year's account is £20,000, according to the latest annual report. This exceeds the £7,492 undistributed profit brought forward from last year, and reduces the reserve for depreciation to £20,584. The greater part of the loss thus shown has not been incurred on the actual work done under contracts for this year. The stock of guns, ammunition, &c., and unfinished work has been valued at £108,134 to £127,970, and the indebtedness at £25,117 to £26,126 through the completion of some large contracts. The foreign contracts taken during the year have again increased in amount, but the increase is not very large, being only £1,000,000, and the loss on the year's account is £20,000.

The Sky Meeting of the Polo Club held on Saturday was most unfortunate so far as the weather was concerned. Sky Meetings and Gymkhana Meetings seem to be particularly unfortunate in this respect. During the last two summers the Gymkhana Meetings underwent frequent postponement, and, we believe, Saturday's meeting would have been put off had not some owners taken a resolute stand against the proposal. It is difficult to understand why any objection should have been raised to the postponement. The dreizzling rain of the previous night had made the track very heavy and trying for the majority of the ponies, and the prospect was so threatening that there was every likelihood of a very small attendance of spectators. As it turned out the attendance of spectators was extremely limited. It may be supposed that the Sky Meeting is held for the double purpose of providing sport for the members of the Polo Club and pleasure to the European residents, and if both of these conditions are not fulfilled then the Sky Meeting fails to that extent in justifying its existence. The attendance on Saturday showed that the general public possess a certain amount of commonsense. It was anything but pleasant to stand on the sodden enclosure or in the cheerless pavilion to witness the few ponies that were sent to the post galloping round the race-course at a somewhat feeble pace. A repetition of Saturday's meeting would have the effect of killing the small amount of general interest that centres in the Polo Club. One redeeming feature about the meeting was the excellence of the arrangements, and the quiet but business-like manner in which the officials performed their respective duties.

The Smoking Concert held on Saturday evening by the members of the Victoria Recreation Club did not come up to the standard of excellence which has hitherto marked the smoking stanzas of this popular institution. In the first place the Gymnasium of the Club is totally unsuited for entertainments of this nature. The Club Steward had exercised more than his usual ingenuity in embellishing the otherwise bare and unattractive walls of the Club-house, and the pretty little stage gave one end of the Gymnasium rather an effective appearance, but neither of these could make up for the unsuitability of the place. There was such a crush that all the members and visitors failed to obtain seats, and the primitive arrangements for the ventilation of the crowded Gymnasium were such that a portion of the audience had to keep on their feet, button up their coats and put up their umbrellas. These night inconveniences, coupled with the unrestrained hilarity of a few juvenile members, detracted very much from the appreciation of a fearfully miscellaneous programme, and the indulgence of some of the vocalists in suggestive vulgarities—a feature which has become too painfully marked in smoking concerts elsewhere—did not enhance the quality of the entertainment. Some persons may find it convenient and congenial to sneer at the scruples of others, and it is easy to retort *honi soit qui mal y pense*; but so long as there is a code of morals professed by respectable people it is just as well to keep within the limits of that code, more especially when the audience, as was the case on Saturday night, includes a large number of ladies in their teens. The leaders of the V.R.C. will surely see it is to the interests of the Club that their smoking concerts should not be monopolised by a few individuals for the purpose of palatially pleasing vitiated tastes. It is satisfactory to be able to record that there were at least a few gems in the entertainment. The gentlemen who made the hit of the evening were Mr. G. G. Brady, who gets all the fun possible out of his songs; Mr. Brady is a great acquisition to local amateur circles. Q.-M.-S. Cox also scored a success in his clever impersonation of "The Sheeny Man" with his local allusions, and Messrs. C. Tilly and A. S. Bourne, from the *Empress of China*, gave a charming duet on the mandoline and guitar. The whole of these gentlemen were endorsed, as was also Mr. D. Macdonald for a fine rendering of "For all Eternity" which sounded somewhat incongruous, however, between "I've worked eight hours this day" and "The cat came back." Good work was done by the string band of the 1st Shropshire Light Infantry under bandmaster Murphy, but their accompaniment to some of the songs were not altogether successful. The Chairman of the Club, Mr. Hon. J. H. Stewart Lockhart, presided, and the vice-chairman, Mr. J. H. Thompson, occupied by Mr. O. H. Thompson. Mr. C. S. Robinson carried out the details for the concert.

We take the following melancholy story from the *Shanghai Times* of the 28th ult.:—On Monday a woman of French nationality died in Bangkok, under sad circumstances. She and her husband, Captain Payne, objected to take the steamer *Shanghai*, telling the husband that she was not fit to travel on account of her condition. Eventually, however, he so bewitched the passengers as to give the woman a cabin. The *Shanghai* reached Bangkok on Sunday morning, and the woman gave birth to an infant in the cabin. The child was not fit to travel on Sunday night, but as they were preparing to place her in a coffin on Monday, the doctor of the *Shanghai* drew attention to the fact that she was still alive. During the day the unfortunate woman rallied a little, only, however, to expire at night. The funeral took place on Tuesday morning.

This morning at the Magistracy a Chinese householder was brought before Mr. H. E. Woodhouse charged with a willful waste of water in a house at 80 Queen's Road Central. The case had several curious points which deserve to be brought to the notice of the public. Mr. A. O'D. Gourd, Secretary to the Pui Yung Mining Company, stated that at 11.30 p.m. on the 4th inst. he was passing 80 Queen's Road Central. The front door was nailed up, and the house appeared to be unoccupied. He heard water running to waste inside. There was a notice above the doorway intimating that the house was "to let." He tried to get in to shut off the water, but could not get in. The side door was open, so Mr. Gourd went up the stairs, but could see no light and came down again. He proceeded to the Central Police Station and reported what he had seen or heard. The water was coming from the ground floor. So far as he could see the whole house appeared to be empty. The police or the house officials appear to have taken some action upon Mr. Gourd's information, but as it is not unusual in this colony, there was a certain amount of banging. A gentleman of the name of Chan Tung was now brought before His Worship, summoned by Mr. E. Rees, over-seer, Public Works Department, to answer the charge of negligently allowing the water to be wasted by failing to close the bib-taps, but Mr. Chan Tung simply "nonplussed" the authorities when he informed the Magistrate that he rented only the top floor and had nothing to do with the other floors. He was, of course, discharged. It will be observed that Mr. Gourd reported the case on the 4th inst., the case first came before the court on Saturday, 6th inst., and was adjourned till the 9th. This gave the officials at least four clear days in which to ascertain who was the proprietor of the house, and who was actually responsible for the willful waste of water. If the house is unoccupied the proprietor ought to know who had access to the taps, and if he does not know then it seems a fair case for holding him responsible for the waste. It must occur to anyone unaccustomed to mining matters that such a case would have been treated differently by the officials of a home municipality where the administration of petty local affairs is entrusted to unpaid representatives of the people. It was on the night of the 4th inst. that the big fire occurred in Bonham Strand, and if there were more taps turned on throughout the Chinese quarter it is easy to account for the great amount of water said to have been wasted that night and for the inadequacy of the water supply from the street hydrants. It is a common enough thing not only in Chinese houses, but, we believe, in European houses, where the master of the house does not look after his lazy servants, to turn on all taps before turning in for the night, so that they may not be obliged to get up early in the morning to obtain the daily supply. But, of course, the Chinese are the greatest sinners in this respect, and it would be well for those in authority to reconsider the question of allowing the introduction of the water supply to private houses in China-town. The laying down of an adequate number of street hydrants ought to be sufficient to meet the wants of the Chinese, and it would be, at least, a step towards safeguarding the limited water supply of the Colony.

The French Minister of Marine states in a report addressed to the President of the Republic that the employment of native officers in the regiment of Annamite sharpshooters has not given results commensurate with the expense entailed on the Treasury for their maintenance, in consequence no further nominations will be made to replace the native officers actually in the service. In order to safeguard the rights acquired by the native non-commissioned officers they will after an examination be promoted to the grade of sub-lieutenant.

An address, entitled "India between two Fires," was delivered by the Hon. G. Curzon, M.P., on 7th ult., at a meeting of members of the Constitutional Club, over which General Sir G. Chenevix Trench presided. Mr. Curzon, in the course of his remarks, said that the last frontier question, which we escaped in Europe, was, unfortunately, required in Asia and India, was becoming the least vulnerable portion of the British Empire. France had never forgotten that we had acquired much of the empire which she had lost 100 years ago, and since that time she had taken up a position in the Indo-Chinese peninsula, which she was not likely to let go easily, and which might eventually bring her into conflict with Great Britain. He did not suggest that there was any conspiracy between Russia and France, but there had lately been a very marked and somewhat hysterical "approchement" between them, which was a most powerful factor in contemporary politics, especially when it was remembered that the interests of both were hostile to our own. France, meanwhile, coming from the East, had acquired Cambodia, Tongking, Annam and a considerable portion of Siam, and seemed only the remainder of that kingdom to be actually in contact with British Burma.

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THE WEEK'S FINANCIAL, THE CHINESE AND INDIA OBSERVERS: Another conversation scheme has just been announced to wit, that of Hongkong Government Four per Cent. Debentures. It is stated by the Crown Agents for the Colonies that on September 1 next they will repay these in cash at par, although holders will have the option of converting into 8 per cent. Inscribed Stock to the extent of £140,000. It might be mentioned that at present the quotation for the latter in the official list is 102, and those holders who wish to convert should give notice on or before April 30 next. Asian investment, Hongkong 3 per Cent. Inscribed Stock, 102; but the transactions in it to be very limited in number.

Miss Gurney, a philanthropic lady, who, with Miss Walker, took an interest in the European police during their recent visit to Singapore, writes to the *Shanghai Times* that she has been very much interested in the Municipal authorities have provided excellent accommodation for the Police, both European and native. The larger stations are furnished with public libraries, and are well supplied with amusements and lawns. The grounds. The apartments are light and airy, and in each place there are among the inhabitants of the Colony those who take a real interest in the welfare of the men and provide them with literature, for their reading rooms. The same is to be a great extent true of Singapore and of Penang, where we visited the Fort Barracks. The men spoke most gratefully of the gift of a number of long chairs received from a lady.

TRAGEDY IN THE HONGKONG HOTEL.

THE ACCUSED BEFORE THE MAGISTRATE. To-day Captain Hastings was engaged at the Magistracy hearing evidence in the charge of manslaughter, brought against Chu Sing Chi (17) bar boy, and Chui Tak Chan (35), bar boy. The accused are charged with being concerned in causing the death of Corporal Jinks, Medical Staff Corps, in the bar of the Hongkong Hotel on Sunday, 1st April.

W. Russell stated—I am gunner to the P. and O. Company. I had been at church on the evening of Sunday, 1st inst., and came back along the Praya as far as the Hongkong Hotel. I went into the bar about 8.30 p.m. As I went in I saw two men, whom I took to be American sailors, standing near the Praya door. The second defendant was standing near, and a man (the deceased) was pulling off his coat. He handed his coat to one of the American sailors, and began to spar and fight with the second defendant, who took up a chair to defend himself. The deceased was very drunk, and could hardly stand. The defendant got the chair from the second defendant, and just about this time the two Americans ran away. The second defendant closed with the deceased, and they fell together. In falling their bodies hit the mantelpiece and they bounced off. I noticed another European had come into the bar. I am sure he did not come in before me. The deceased fell underneath, and fell on his right side. As they were falling the first defendant—I am certain it was he—jumped over the counter and struck the deceased over the head with a piece of wood. The second defendant had not cried out for assistance. The deceased's head was resting on the ground when he was struck on the head. As soon as the first defendant struck the blow he ran out at the Praya door with the stick in his hand. I ran after him to get hold of the stick. I was certain of the boy. I was chasing the boy when the watchman at the door of the Hotel stopped me. Mr. Tucker came down, and I returned to the Bar with him. The deceased was lying on the floor. There was a lot of people there then, and also the European whom I had noticed coming in. The third witness, who was the third engineer of the *Fatshan*. When the blow was struck there were in the bar the two accused, another China boy behind the counter, the third engineer of the *Fatshan* and myself. I could not get out of the bar. The only boy I saw was flowing from the eyes, nose, mouth, and ears of the deceased. His head did not strike the fender. I did not see the third boy do anything. He came out from behind the counter after the man was struck. When I returned to the bar the first defendant was coming in behind the counter. The man I at once pointed him out to Mr. Tucker as the man who struck the deceased. This boy did not have the piece of wood which he used when he ran out of the bar.

Cross-examined—I chased the boy as hard as I could. At the entrance to the Hotel I was held by the Indian watchman. In less than half-a-minute the watchman came down, and during that time I was trying to get information from the Port-tuguese clerk as to the whereabouts of the Chinese boy. When I ran out I left the second defendant and another China boy in the bar. Both were in front of the counter, the second defendant on top of the bar. I sometimes go there once a week, sometimes once a month. I believe I have seen the second defendant since the bar was opened. The deceased struck the first defendant on the head with the stick. The floor of the bar is of wood. I did not hear his head strike the floor. I heard the noise of the wood striking his head. His head was down on the ground before he was struck by the

boy with the piece of wood. I am positive that the blow was struck by the man who ran past the watchman. He had the piece of wood in his hand. When I testified the first defendant at the one who struck the blow, all the other boys there said at once that it was the third boy who did it. Thomas Gilchrist, third engineer, steamer *Fatshan*, stated—I remember Sunday, 1st inst. About 8.30 p.m. I came down the Praya Street and went into the lower bar of the Hongkong Hotel. I saw two of the China boys quarrelling with the deceased. Deceased had no jacket on. I was at the end of the counter and the two boys were at the extreme end of the bar. The two boys were wrestling with the deceased. I could not say whether they had grappled with him when the three fell. I saw the first defendant jump over the counter with a stick in his hand. He struck the deceased on the head. The other two boys were above the deceased when the third one hit him with the piece of wood. He then ran out at the Praya door. What he did with the piece of wood I could not say. It was a piece of wood 2 feet long and about 2 inches square. It was not a walking stick. As they were falling they fell between two tables. Their heads were towards the fireplace. They were too far off for their heads to strike the fireplace. They did not strike either of the tables of the mantelpiece. The first defendant ran out at the Praya door, and I saw him return by the door behind the counter. I don't think the first defendant could have had time to go round by the Pedder's Street entrance to the Hotel.

After hearing further evidence the case was adjourned.

THE LATE MR. S. D. SASSOON. In an obituary notice, the *Bombay Gazette* of the 28th ult. says with reference to the late Mr. Solomon David Sassoon—Mr. Sassoon was the seventh son of the late wealthy David Sassoon, the founder of the eminent firm, which bears his name. He was born in Bombay on the 22nd October, 1811, so that he was over fifty-two years of age at the time of his death. When about sixteen years old, he went to China as an assistant in his father's business. After close application to work he became the head of the firm of David Sassoon, Sons and Co., in Shanghai and Hongkong. He successfully managed the business the first for nearly twenty years, and made himself very popular, and when he left China, his absence was greatly felt both by the European and Chinese communities. On his return to Bombay in 1876, he assumed and remained in charge of the local firm of Messrs David Sassoon and Co., until the day of his death. He was a keen, active business man, and the high reputation which the firm enjoys is entirely owing to his capacity. In his intercourse with opium and other merchants he was very agreeable to all who came in contact with him. He was of a generous nature, and his liberality made no distinction between the different nationalities who inhabit Bombay. There was no public subscription for the relief of the famine in India, which his name did not occupy a prominent place. In his own country he was the recognized head, and no poor man or woman who sought his aid went empty-handed. He was a director of the Bank of Bombay, one of the Port Trustees. His firm was the pioneers of docks in India. When the Sassoon Dock was taken in hand they met with considerable opposition from the Government, but eventually carried their design to effect. Subsequently, however, the docks were purchased by Government along with other fore-shore properties. The Sassoon Dock was the nucleus of the numerous other similar properties, which so much contributed to the expansion of the Port of Bombay, and the Port of Calcutta. Mr. S. D. Sassoon was twice nominated an Additional Member of the Council of his Excellency the Governor of Bombay for making Laws and Regulations in the time of Sir James Fergusson. During the course of his official career, he rendered services to Government by his ripe experience in all matters relating to trade and commerce. He was the chairman of the Sassoon Spinning and Weaving Company, of the Sassoon and Alliance Silk Company, and the Port Canton and India Import and Export Company, all of which he has left in a flourishing condition. The last-named concern was in a declining state when it came into the hands of Messrs David Sassoon and Co., but by judicious management it is not only afloat, but profitable, and was placed in a lucrative position, and paid steady dividends ever since, its shares standing high in the market. Mr. Sassoon was also the chairman of the Oriental Life Assurance Company and of several other joint stock associations. He had many qualifications and his business capacity, that almost all joint stock companies sought his aid by a seat at their boards, but he steadily declined all such invitations, owing to the limited time he could devote to his family. It would indeed be difficult to replace a man of such sterling qualities in the mercantile community of Bombay. He was married on the 29th February, 1876, to the eldest daughter of Mr. E. M. Abraham, by which union he had a son and two daughters.

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W. Russell stated—I am gunner to the P. and O. Company. I had been at church on the evening of Sunday, 1st inst., and came back along the Praya as far as the Hongkong Hotel. I went into the bar about 8.30 p.m. As I went in I saw two men, whom I took to be American sailors, standing near the Praya door. The second defendant was standing near, and a man (the deceased) was pulling off his coat. He handed his coat to one of the American sailors, and began to spar and fight with the second defendant, who took up a chair to defend himself. The deceased was very drunk, and could hardly stand. The defendant got the chair from the second defendant, and just about this time the two Americans ran away. The second defendant closed with the deceased, and they fell together. In falling their bodies hit the mantelpiece and they bounced off. I noticed another European had come into the bar. I am sure he did not come in before me. The deceased fell underneath, and fell on his right side. As they were falling the first defendant—I am certain it was he—jumped over the counter and struck the deceased over the head with a piece of wood. The second defendant had not cried out for assistance. The deceased's head was resting on the ground when he was struck on the head. As soon as the first defendant struck the blow he ran out at the Praya door with the stick in his hand. I ran after him to get hold of the stick. I was certain of the boy. I was chasing the boy when the watchman at the door of the Hotel stopped me. Mr. Tucker came down, and I returned to the Bar with him. The deceased was lying on the floor. There was a lot of people there then, and also the European whom I had noticed coming in. The third witness, who was the third engineer of the *Fatshan*. When the blow was struck there were in the bar the two accused, another China boy behind the counter, the third engineer of the *Fatshan* and myself. I could not get out of the bar. The only boy I saw was flowing from the eyes, nose, mouth, and ears of the deceased. His head did not strike the fender. I did not see the third boy do anything. He came out from behind the counter after the man was struck. When I returned to the bar the first defendant was coming in behind the counter. The man I at once pointed him out to Mr. Tucker as the man who struck the deceased. This boy did not have the piece of wood which he used when he ran out of the bar.

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boy with the piece of wood. I am positive that the blow was struck by the man who ran past the watchman. He had the piece of wood in his hand. When I testified the first defendant at the one who struck the blow, all the other boys there said at once that it was the third boy who did it. Thomas Gilchrist, third engineer, steamer *Fatshan*, stated—I remember Sunday, 1st inst. About 8.30 p.m. I came down the Praya Street and went into the lower bar of the Hongkong Hotel. I saw two of the China boys quarrelling with the deceased. Deceased had no jacket on. I was at the end of the counter and the two boys were at the extreme end of the bar. The two boys were wrestling with the deceased. I could not say whether they had grappled with him when the three fell. I saw the first defendant jump over the counter with a stick in his hand. He struck the deceased on the head. The other two boys were above the deceased when the third one hit him with the piece of wood. He then ran out at the Praya door. What he did with the piece of wood I could not say. It was a piece of wood 2 feet long and about 2 inches square. It was not a walking stick. As they were falling they fell between two tables. Their heads were towards the fireplace. They were too far off for their heads to strike the fireplace. They did not strike either of the tables of the mantelpiece. The first defendant ran out at the Praya door, and I saw him return by the door behind the counter. I don't think the first defendant could have had time to go round by the Pedder's Street entrance to the Hotel.

After hearing further evidence the case was adjourned.

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Mails.

Occidental & Oriental Steam-Ship Company.

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THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) at daylight.
Seyla (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) at 1 p.m.
Oceano (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) at 1 p.m.

THE Steamship GAELIC will be despatched for SAN FRANCISCO, NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on WEDNESDAY, the 25th April, at daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passengers Tickets granted to England, France, and Germany by all transatlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and must be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Prince Street.

J. S. VAN BUREN, Agent.

Hongkong, April 4, 1894.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID.

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PORTS IN THE LEVANT, BLACK SEA & AILIO PORTS; ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON FOR PASSENGERS AND CARGO, and will leave this port as above, calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on SATURDAY, the 25th Instant, Cargo and Specials will be received on board until Noon on MONDAY, the 30th Inst., and Parcels will be received at the Agency's Office until Noon on SUNDAY, the 30th Inst. Agents of Packages are required. No Parcel Receipts will be signed at less than 2s, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Surgeons.

Lanes can be reached on board.

For further Particulars, apply to

MELBOURNE & Co., Agents.

Hongkong, April 5, 1894.

925

SANTAL-MIDY.

The pure essence of Santal obtained by Midy's process from the best Myrsine wood.

SANTAL-MIDY entirely different from the Santal oil of the Indian Bureau, is superior to Copahu, Cube, or injections, and free from all bad smell or other inconveniences.

SANTAL-MIDY cures all diseases of the urinary organs in either sex in 48 hours.

SANTAL-MIDY is contained in capsules, each of which bears the name of Midy in black letters, without which none are genuine.

SANTAL-MIDY. Beware of cheap imitations. All other cheap or mixture contain impurities, render, etc., and are worse than useless.

SANTAL-MIDY is sold by all chemists and druggists throughout the world.

Paris: 8, Rue Vivienne, 8.

For Sale by A. Watson & Co., Chemists.

Intimations.

Caldbeck, Macgregor & Co.,

Wine and Spirit Merchants, 13, QUEEN'S ROAD, Hongkong, August 18, 1891.

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VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

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EMPEROR OF INDIA—Comdr. O. P. MARSHALL, R.N.R., WEDNESDAY, 2nd May.

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D. E. BROWN, General Agent, Hongkong, March 21, 1894.

537

SHARE LIST.—QUOTATIONS.—APRIL 9, 1894.

Stocks.

No. of Shares.

Value.

Paid-up.

Closing Quotations.

Chk.

Hongkong and Shanghai Bank Corp.

80,000

125

all

90% prem., sales, nom.

Bank of China, Japan and Straits.

99,875

10

1.15

nom.

Bank of China, Ltd.

1,200

12

1.12

sales

National Bank of China, Limited.

100

10

8.10

24, sales

MARINE INSURANCE.

Canton Insurance Office Co., Ltd.

10,000

25

60

132, sales

China Fire Insurance Co., Ltd.

24,000

83.33

25

362, sales

North China Insurance Co., Ltd.

5,000

20

17.18

185, sales

Straits Insurance Co., Ltd.

30,000

100

20

132, ex div., steady

Union Insurance Society Co., Ltd.

10,000

250

2

132, buyers

Yantai Insurance Association, Ltd.

8,000

6

70, buyers

Intimations.

UP THE YANGTSE, BY E. H. PARKER, with SKETCH MAPS.

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Respective of late Arrivals and Departures reported today.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour C.

Shipping or midway between each shore are marked D., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From East Point to North Point. 10. From North Point to Kowloon Wharves. 11. Jardine's Wharf.

Vessel's Name.	Number.	Captain.	Flag and Reg.	Tonn.	Date of Arrival.	Designers or Agents.	Destination.	Remarks.	
Steamers.									
Abercrombie	5	Barnett	Brit.	str.	1869	April 8	Shewan & Co.	Shanghai	To-morrow K'loon Dock
Agnes	5	.....	Feb.	str.	290	.....	Geo. R. Stevens	.....	.....
Albion	5	Mudie	Brit.	str.	1888	April 9	P. & O. S. N. Co.	.....	.....
Ancona	5	Rowin	Brit.	str.	1905	April 8	Molchers & Co.	.....	.....
Arachoe	5	McIntosh	Brit.	str.	1904	April 8	Gibb, Livingston & Co.	.....	.....
Barnald	5	Clark	Brit.	str.	1935	April 4	Gibb, Livingston & Co.	.....	.....
Baumhoer	5	Thomassen	Dutch	str.	1960	April 3	Lauts and Wegener	.....	.....
Baskerville	5	Rowfield	Brit.	str.	1591	April 9	Captain	.....	.....
Bhingta	5	Innes	Brit.	str.	1045	April 6	Butterfield & Swire	.....	.....
Chi Yuen	5	Mull	Chl.	str.	1121	April 4	P. & O. S. N. Co.	San Francisco	11th inst.
City of Rio de Janeiro	5	Smith	Brit.	str.	1864	April 7	Dodwell, Carill & Co.	.....	To-day
Cromarty	5	Dunlop	Ger.	str.	1197	April 6	Giesmann & Co.	Kobe	To-day
Deceps	5	Dunse	Brit.	str.	1007	April 4	Yuen Fat Hong	.....	To-morrow
Derwanger	5	Unsworth	Brit.	str.	1087	April 27	Qatarin Pacific Railway Co.	Vancouver	11th inst.
Devonshire	5	Archibald	Brit.	str.	3003	Mar. 27	Archibald Pacific Railway Co.	Saigon	To-morrow
Ethiopia	5	Wankel	Brit.	str.	1905	April 9	Shewan & Co.	Anoy	To-day
Esmeralda	5	Taylor	Ger.	str.	743	April 8	Melchers & Co.	.....	.....
Fidello	5	Davis	Brit.	str.	693	April 8	Douglas Steamship Co.	Holbow Saigon	To-morrow
Fokian	5	Strand	Dan.	str.	397	April 6	Arnhold, Karberg & Co.	.....	To-morrow
Freya	5	Brubn	Ger.	str.	985	April 9	Wiesler & Co.	.....	To-morrow
Holstein	5	Brubn	Ger.	str.	750	April 9	Wiesler & Co.	.....	To-morrow
Hongkong	5	Bastian	French	str.	1595	April 8	Butterfield & Swire	.....	.....
Kupoh	5	Quail	Brit.	str.	1848	April 8	Lauts and Wegener	.....	.....
Laurel	5	Harukdel	Ger.	str.	918	April 9	Lauts and Wegener	.....	.....
Independent	5	Jackson	Brit.	str.	1046	Mar. 31	Yuen Fat Hong	.....	.....
Leo Sok	5	Gedye	Brit.	str.	1245	April 4	Dodwell, Carill & Co.	.....	.....
Manang	5	Finlayson	Brit.	str.	1063	April 9	Butterfield & Swire	.....	.....
Norberg	10	Waller	Ger.	str.	2007	April 2	Melchers & Co.	.....	.....
Protos	5	Johannson	Ger.	str.	1059	April 8	Wiesler & Co.	.....	.....
Sikh	5	Rowley	Brit.	str.	1735	April 7	Dodwell, Carill & Co.	.....	.....
Singapore	5	Maip	Brit.	str.	748	April 8	Yuen Fat Hong	.....	.....
Surat	5	Hayashi	Japan.	str.	1100	Mar. 31	Mitsui Bussan Kaisha	Shanghai	To-day
Tanulau	5	Jepphon	Brit.	str.	1694	April 7	P. & O. S. N. Co.	.....	To-day
Thibet	5	Jonas	Brit.	str.	2299	Mar. 3	Butterfield & Swire	.....	To-day
Victoria	5	Peters	Brit.	str.	1665	April 22	O. & S. N. Co.	Tacoma, &c.	To-morrow
Wingsang	5	Perkes	Brit.	str.	1992	Mar. 23	Dodwell, Carill & Co.	Calcutta	18th inst.
Yuenang	5	Coors	Brit.	str.	1517	April 9	Jardine, Matheson & Co.	.....	.....
	5	Waddilove	Brit.	str.	1159	April 9	Jardine, Matheson & Co.	.....	.....
Sailing Vessels.									
Abner Coburn	2	Batman	Amer.	sh.	1874	Mar. 13	Order	.....	.....
Altair	5	Mathers	Brit.	bq.	389	Jan. 22	Wiesler & Co.	.....	.....
Andree	2	Jackson	Brit.	sh.	1700	Feb. 20	Jardine, Matheson & Co.	.....	.....
Asato	5	Eggers	Ger.	bq.	345	Oct. 14	Order	.....	.....
Coloma	3	Onyes	Amer.	bq.	915	Jan. 26	Chinese	.....	.....
County of Cardigan	3	Griffiths	Ger.	bq.	400	Oct. 6	Master	.....	.....
Eliaz Abraham	3	Alv	Ger.	bq.	400	Oct. 6	Chinese	.....	.....
Fannie Skofield	3	Therman	Amer.	bq.	1068	April 1	Chinese	.....	.....
Fernando	5	Pettersson	Norw.	bq.	347	Jan. 22	Ban Moh Hong	.....	.....
Georgietta	5	Karston	Amer.	bq.	456	Feb. 6	Wiesler & Co.	.....	.....
Gerard C. Foley	2	Stanley	Amer.	bq.	1290	Jan. 22	Order	.....	.....
Martha Davis	2	Scule	Amer.	bq.	293	Mar. 9	Shewan & Co.	.....	.....
Mount Washington	5	Rose	Amer.	bq.	1162	Jan. 6	Order	.....	.....
Nam Shun Sing	9	Lok Li Tong	Chi.-s.-ma.	sh.	368	Aug. 3	Yong Kee & Co.	.....	.....
Otago	3	Dastborough	Brit.	bq.	346	Jan. 23	Shewan & Co.	.....	.....
Samantha	3	Crowe	Br.-m. bq.	2212	April 27	Jardine, Matheson & Co.	.....	.....
Velocity	3	Martin	Brit.	bq.	491	Jan. 15	Gibb, Livingston & Co.	.....	.....
Wm. Le Lacheur	3	Thyala	Brit.	bq.	578	Jan. 15	Gibb, Livingston & Co.	.....	.....